

OLD AGE MODAL

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Medals and Medallions

Old Abe Medal

Excerpts from newspapers and other
sources

From the files of the
Lincoln Financial Foundation Collection

on the centenary date. Throughout the folder are reproductions of Lincoln portraits and scenes connected with his life, as well as of the speakers at the dinner. Quotations from Lincoln have illuminated initial letters. The back cover shows the White House.

The special value of a collection of menu cards connected with Lincoln Day dinners is that the various items frequently carry unusual portraits, and in several instances such cards have presented likenesses of Lincoln which had never before been published. Then, too, they show the names of many statesmen as speakers who have since left the sphere of human activity, and, again, they show the transition from the days when the cards carried the names of liquid refreshments which are today taboo. They form a link in the pictorial and oratorical history of the observance of the natal anniversary of one of America's greatest men.



(Reprinted from Brotherhood of Locomotive Firemen and Enginemen's Magazine, May 1, 1917.)

Story of the "Old Abe."

A Famous Baltimore and Ohio Locomotive Which Had an Interesting Experience.

By ALLEN H. WRIGHT.

In a museum of means of transportation which is maintained by the Baltimore and Ohio Railroad at Martinsburg, W. Va., the terminus of the first division of the road, about 100 miles from Baltimore, are many types of engines which have been in use during a period of three-quarters of a century.

There one will find, too, such things as an ox cart dating back to the third century before the Christian era, which, according to cylinders found with it, was used only to haul animals for sacrifice. This cart was found in a vault of the Temple of Luxor, Egypt.

There is much of interest in a narrative connected with one of the locomotives in the collection of the Baltimore and Ohio. This engine was a Perkins 10-wheeler and was numbered 117, and during the early part of the Civil War its engineer was Abner T. Ingles, who was born in 1833, entering the employ of the Baltimore and Ohio in 1852 as an apprentice machinist. He finished his apprenticeship in 1854 and worked in the shops for the next six years, when he was given a yard engine, a year later getting a run on the main line between Baltimore and Martinsburg. His story runs about as follows:

"I was running No. 117 in the early part of 1863, an engine which had been in service but a short time, and as it was about the latest thing in locomotives we were naturally proud of it. The fireman I knew as 'Bill' Faulkner, and as we were both Union men we included in the decorations of the engine and the tender four medallions of Abraham Lincoln, one on each side of the cab and one on each side of the tender. These we had paid for out of our own funds, and so considered them our personal property. On account of these medallions the people of the vicinity began calling the engine by the nickname of 'Old Abe.'

"One morning, just after Bill and I had eaten our breakfast and were oiling up, the news came to town that the Confederates were on their way to Martinsburg and intended to take some of our engines over the pike to Winchester, Va., about 22 miles away. As soon as we heard this we got out our screwdrivers and soon had the medallions unfastened, and Bill then took them, two at a time, and went to the house of a friend of his out on the pike, where they were hidden away.

"Bill got back to the engine about 9 o'clock, and about two hours later the Confederates began to arrive in considerable force. One of them came

to the engine and said: 'What are you doing up there, Yank?' 'Running this engine,' I replied. 'Get off,' he said, 'and be d—d quick about it.' I did as he had ordered and stood about 100 feet away, while they drew the fire and got the steam out of her. They had caught five other engines in the same way, and by 1 o'clock started to get them up to the Winchester road crossing, now called Five Points, and as each engine reached the crossing she was jacked around, ropes and chains fastened to her, and they started off for Winchester, with every horse and every mule and every man helping with the pulling.

"The six engines arrived in Winchester in good condition and were immediately placed in service, and at the close of the war four of them were returned to the Baltimore and Ohio by way of Harpers Ferry, one now being among the features of the transportation museum."

The subsequent history of the four medallions is also of interest. In January, 1914, E. L. Bangs, of Baltimore, connected with the Baltimore and Ohio, was in Martinsburg on an official trip, and as he walked along one of the streets he saw a medallion bearing the Lincoln head in the window of an old junk shop. Being an enthusiastic collector of everything connected in any way with Lincoln, he went in and learned that it was one of the medallions which had once graced the "Old Abe." He found, too, that the medallion in the window and its three companions had been discovered when an old building on the Winchester pike was being torn down, their hiding place being beneath the floor. The junk-man had bought them for the metal there was in them, and Mr. Bangs quickly negotiated for their purchase from him. One of them is now in his own collection, a second is a collection in Erie, Pa., a third in a Los Angeles collection and the fourth belongs to a collector in San Diego.

Mr. Ingles, who was placed on the pension roll of the Baltimore and Ohio in 1904, had a record of never having killed a person while in the long service of half a century. He learned of Mr. Bangs' find of the medallions and accounts for their long rest in the house on the pike by the fact that the death of "Bill" Faulkner left their hiding place a mystery to him.

(These medallions are described in Mr. King's list—No. 730.—Editor.)



LINCOLN RELICS MAY LEAVE WASHINGTON.

There is a possibility that Washington may lose the collection of Lincoln relics, consisting of over 3,000 articles pertaining to the martyred President, which has been on display for several years in the house in which Abraham Lincoln died.

An offer was recently made by Henry Ford to Colonel Osborn H. Oldroyd, who has spent many years assembling the pictures, engravings and other articles in the collection. Colonel Oldroyd, who has been trying for some years to sell the collection to the Federal Government, told Mr. Ford he would not sell it to a private citizen at any price until after affording the Government one more opportunity to purchase it and give it permanent housing. Colonel Oldroyd will wait for six months after the opening of Congress for favorable action, and if it does not purchase the collection within that time he probably will sell it to Mr. Ford.

Mr. Ford said that if Colonel Oldroyd sold him the collection he would pay the cost of packing and shipping it to Detroit, where he intended to house it. Colonel Oldroyd, however, does not care to have the Lincoln collection taken out of Washington. He thinks it ought to be owned and protected by the Government. If his ideas were adopted by Congress the Government would buy the building next to the Lincoln house and erect a concrete structure in which to house the collection, so that persons visiting the shrine where Lincoln died also could view the Oldroyd collection.

Colonel Oldroyd's collection includes more than 3,000 articles. There are over 200 medals, nearly 70 pieces of music, 1,000 volumes of Lincoln-

The silk badge with portrait of Lincoln and inscription "Lincoln 1860" forms the frontpiece of this book. It is owned by Mr. Thomas J. King, of Chicago, who furnishes the following information regarding it: It was made by George Buttre (an engraver of the Civil War period) from a photograph of Lincoln of New York, taken at the time Lincoln made his Cooper Union speech. It is commonly known as the Cooper Union photograph. This picture was extensively distributed prior to his first election, and is claimed by some to be responsible to a great extent for his election. The badge itself was made by George Probst, an engraver who worked with Buttre, and passed through his hands into those of the late Robert Hosbury, of Toledo, Ohio, from whom Mr. King obtained it, with several other silk badges.

"LINCOLN HOMESTEAD" DEED OWNED BY A. N. A. MEMBER.

Walter S. Hertzog, Hollywood, Cal., writes to THE NUMISMATIST as follows:

lows: "I have in my possession the original deed to the 'Lincoln Homestead' in Norfolk, England, dated 1651 and signed by William Lincoln and his wife. It is written on parchment and is in perfect condition. It is probably the oldest Lincoln manuscript in existence."

Mr. Hertzog is connected with the department of history of the Hollywood High School, Los Angeles.

LOCOMOTIVE MEDALLIONS—"OLD ABE"

Abner T. Ingles, engineer, and Bill Faulkner, fireman, Baltimore and Ohio Railroad trainmen, were exceedingly proud of their Perkins ten wheeler locomotive. Known as 117, it was the very last word in design and it was considered by all trainmen to be a beautiful engine.

Ingles and Faulkner were strong Union men and staunch admirers of Abraham Lincoln. As railroad men some times think of their locomotives as personalities, they called 117 "Old Abe." To add to the attractiveness of their locomotive as well as to give it personality, they hit upon a capital idea—the attachment of large Lincoln medallions to the sides of the engine.

Ingles had a Martinsburg, Virginia, foundry make the medallions. He described the procedure as follows: "I had a circular board turned about 12 inches in diameter, and fastened a bronze bust of Lincoln (flat thereon) and when the board was placed in the sand the bronze bust was unscrewed from the back. The bab-bitt metal was poured in, filling up the mould, and then when it was cold, the bronze bust was hard and fast. From this first medallion the three others were cast. . . ."

The four medallions were cast at the expense of Ingles and Faulkner and two of them were put on the sides of the engine cab under the windows, the one with the bronze bust being placed on the engineer's side. The other two were placed on each side of the tender. With the four Lincoln medallions attached to the locomotive and tender, the people of Martinsburg and other towns along the B & O route were not long in calling 117 by its new name—"Old Abe."

Abner T. Ingles was a skilled engineer and during his long tenure with the Baltimore and Ohio Railroad Company he achieved a remarkable record. Advancing through the ranks from an apprentice mechanic he was made engineer of a yard engine at the Mt. Clare shops in Baltimore in 1854. In 1861 he was an engineer of important main line trains running between Baltimore and Cumberland, stopping occasionally in Martinsburg, Virginia, which was an important railway center. It was at Martinsburg that "Old Abe" was to experience a thrilling adventure.

Late in May, 1861 when "Stonewall" Jackson was engaged in his Western Virginia campaign rumors were heard at 8 o'clock one morning that the Confederates were approaching Martinsburg. This was a most inopportune time for "Old Abe" to be in that yard. With no hope of escape, Bill Faulkner immediately removed the four medallions from the locomotive with a screw-driver and took them to the home of a friend who lived on the Winchester Pike. By 9 o'clock advance Confederate troops arrived, and by 11 o'clock they came in force.

Then they bottled-up fifty-six locomotives and more than three hundred cars. They also seized the railroad shops at Martinsburg with all their costly equipment. A few weeks later, Jackson, under orders was required to burn this railroad property, however, a considerable amount of rolling stock was salvaged after the fire.

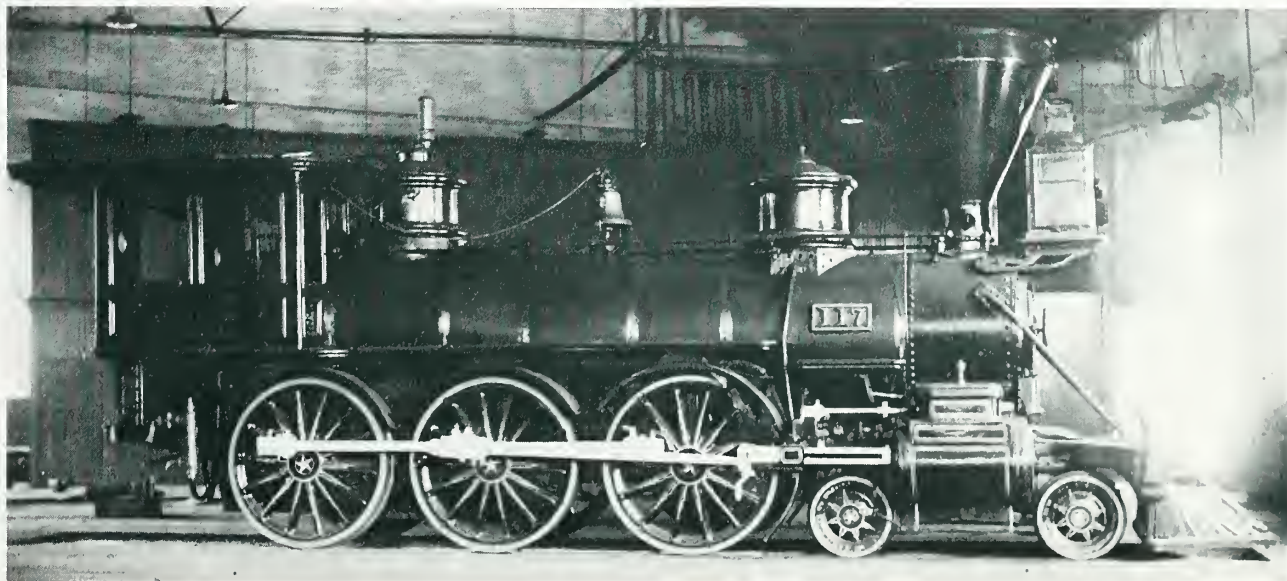
Shortly after the arrival of the Confederates, an officer demanded that Ingles and Faulkner surrender their locomotive. Ingles stated years later: "I never obeyed an order quicker." The fires were then drawn and the steam was released from the boiler. With bars they pushed the engine to "The Five Points" which was a junction of five country roads. By 3 o'clock in the afternoon "Old Abe" with its tender uncoupled had been completely turned and was ready to start down the pike to Winchester, twenty miles away. The little Winchester & Potomac Railroad tied in with the B & O and was in territory held by the Confederates. However, its road-bed was too light to carry the heavy locomotives. Four or five other B & O locomotives were seized at this time in a similar manner and were hauled from Martinsburg to Winchester or to Strasburg, a distance of thirty-eight miles.

In all, fourteen locomotives were taken from the ruins of the Martinsburg yards and were hauled over dirt roads and were finally pressed into Confederate service. One of the larger and better passenger engines among the fourteen was fitted out with a walnut cab and highly ornamented. It was named the "Lady Davis" in honor of the wife of the President of the Confederacy.

Several of the Confederate soldiers had been trainmen and they supervised the unusual operations of moving "Old Abe." Recruiting every "man, woman, child, horse and mule" they dragged 117 to Winchester, jacking it up around the curves and letting it go on straight grades. The last of the locomotives sent to Winchester arrived about a week after they started over the turn-pike.

Number 117 (by this time "Old Abe" had lost its identity) was put into operation on the Richmond & Danville Railroad, which is now a part of the Southern Railway system. While Jackson was unable to salvage all the rolling stock that he had seized at Martinsburg, what he did get served the southern armies well until the war closed. Some of the locomotives, including 117, were returned to the B & O by way of Harper's Ferry when the war came to an end. "Old Abe" was reconditioned and was put back into service without its medallions and without its famous name.

In the meantime, Faulkner who had hidden the medallions in 1861 failed to tell Ingles of their hiding place



"OLD ABE"—B & O LOCOMOTIVE No. 117



"Old Abe" Medallion

Obv., on a very heavy planchet, with raised rounded rim, a nude bearded bust of Lincoln facing right in a plain field; screw holes on either side of head. Rev. blank. Spelter (bust bronze). Size 240 mm. King No. 730. **THE NUMISMATIST**. Vol. XXXVII. February 1924, No. 2.

and when the fireman was killed in the war, all hopes of their recovery was gone.

About 1915, E. L. Bangs, who was in charge of the Baltimore & Ohio historical exhibits which were stored at Martinsburg, learned the story of the lost medallions. A Mr. Z. T. Brantner had once seen the medallions and he drew a sketch of them for Bangs. Fortunately, Bangs found all four of the medallions in a Martinsburg junk shop on Queen Street.

According to the junk man the four medallions and some Springfield rifles were found under the floor of an old house which had been demolished on Myrtle Avenue. They had been purchased as junk metal. The total weight of the four medallions amounted to sixty-four pounds.

Bangs shared his good fortune with three other collectors. Retaining the master medallion with the bronze head and spelter disk for himself, he allowed Robert P. King of Erie, Pennsylvania; F. Ray Risdon of Los Angeles, California; and J. W. Wright of Knoxville, Iowa to acquire the spelter medallions for their own private collections.

At the present time the Lincoln National Life Foundation has in its collection the medallions once owned by E. L. Bangs and J. W. Wright.

LINCOLN ONE HUNDRED YEARS AGO

August 1856

Visited: Paris, Grand View, Charleston, Shelbyville, Polo, Oregon, Kalamazoo (Michigan) and Petersburg.

Political Activities: Worked to promote Fremont-Dayton campaign.

Political Issues: Extension of slavery and presidential election of 1856.

Political Wisdom: In the interest of the Fremont ticket, presents the argument "that a vote for Fillmore is really a vote for Buchanan."

Apt Expressions: "They (Buchanan men) knew where the shoe pinches." Lincoln to Bennett, August 4, 1856, "With the Fremont and Fillmore men united, here in Illinois, we have Mr. Buchanan in the hollow of our hand; but with us divided, as we now are, he has us." Lincoln to Wells, August 4, 1856. "I will strain every nerve to be with you and him (Trumbull)." Lincoln to Dubois, August 19, 1856.

EULOGIES—(Continued)

moral or material condition in advance of where he found it—such a man's position in history is secure. If, in addition to this, his written or spoken words possess the subtle quality which carry them far and lodge them in men's hearts; and, more than all, if his utterances and actions, while informed with a lofty morality, are yet tinged with the glow of human sympathy, the fame of such a man will shine like a beacon through the mists of ages—an object of reverence, of imitation and love.

"It should be to us an occasion of solemn pride that in the three great crises of our history such a man was not denied us. The moral value to a nation of a renown such as Washington's and Lincoln's and McKinley's, is beyond all computation. No loftier ideal can be held up to the emulation of ingenuous youth. With such examples we cannot be wholly ignoble. Grateful as we may be for what they did, let us still be more grateful for what they were. While our daily being, our public policies, still feel the influence of their work, let us pray that in our spirits their lives may be voluble, calling us upward and onward."

In all likelihood, Senator William B. Allison of Iowa, in the audience that day found more meaning in Secretary Hay's words than any other person present. He took part in all three ceremonies, as a Representative in 1866 and as a Senator in 1882 and 1902.

THE VOLK HEAD OF LINCOLN—(Continued)

his friends, who were stopping at the Tremont, to see the work. The friends who accompanied Lincoln in early April 1860 to the studio were General William A. Richardson, Ebenezer Peck and ex-Lieut.—Governor William McMurtry.

All present after looking at the clay model stated it was "just like him." Then the four visitors began to reminisce and tell stories and the sculptor never forgot their laughter as they left the only studio in Chicago devoted to sculptural art.

YOUNG MEN FOR LINCOLN

It is an encouraging indication of the Campaign that the Young Men are rallying, in great numbers and with unbounded enthusiasm, to the support of "Honest Old Abe." Thousands who, in 1856, were deluded into the belief that Millard Fillmore could be elected, are no longer willing to support a decoy ticket; besides, the Young Men have every confidence in the Illinois rail-splitter, knowing that one competent to raise himself from the humblest and most obscure, to the most elevated and influential position in society, is fit to be entrusted with the reins of the government, and will not hold them amiss. Lincoln is, emphatically, the choice of the Young Men, and their earnest enthusiasm will contribute largely to his inevitable success.

Lincoln and Liberty
Tract No. 2, New York,
June 26, 1860. M. 62

WIDE AWAKES

Can obtain the necessary Information about uniforms, & etc. by applying to E. A. Mann, 659 Broadway.

Lincoln and Liberty
Tract No. 4 New York
July 11, 1860 M. 63

The many expressions of good will which have reached me since my retirement should be acknowledged, and I take this occasion to thank each and every one who has extended best wishes.

LOUIS A. WARREN

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BALTIMORE AND OHIO TRANSPORTATION MUSEUM

PRATT AND POPPLETON STREETS
BALTIMORE 23, MARYLAND

Lawrence W. Sagle
Curator



June 12, 1959

Dr. R. Gerald McMurty, Editor
Lincoln Lore
Lincoln National Life Insurance Company
Fort Wayne, Indiana

Dear Dr. McMurty:

Someone has just handed me a copy of your Lincoln Lore, #1422, dated August 1956 thinking that I would be interested in the story about the locomotive "Old Abe."

I was fascinated by the story and my reaction was, "too bad it has no basis in fact."

Locomotive #117, which is now named the Thatcher Perkins and which is enshrined in our Transportation Museum in Baltimore, was not built until 1863. It was the first of the 10-wheel locomotives on the B&O.

Under separate cover, I am sending you a brochure describing our Museum in which you will find this locomotive listed.

Cordially yours,

Lawrence W. Sagle

Lawrence W. Sagle

LWS:BSM

June 16, 1959

Mr. Lawrence W. Sagle, Curator
Baltimore & Ohio Transportation Museum
Pratt & Poppleton Streets
Baltimore 23, Maryland

Dear Mr. Sagle:

I have your letter of June 12 and your comments regarding the article "Old Abe" which appeared in the August, 1956 issue of Lincoln Lore. Since writing that article I have been a little squeamish about its authenticity. I do know that we have the medallions in our collection and that they were found in a junk shop in Martinsburg, West Virginia.

My story was taken directly from one written by Allen H. Wright entitled Story of the "Old Abe"—a famous Baltimore and Ohio locomotive which had an interesting experience. This article appears in the February, 1924 issue of the Numis Matist. This article appears on pages 183-184. As we purchased the Wright collection of Lincolniana several years ago we had considerable information concerning this story along with a photograph of locomotive No. 117.

In your letter you state that locomotive No. 117 was not built until 1863. According to Allen H. Wright's article Abner T. Engles was running No. 117 in the early part of 1863. According to this account this engine had been in service but a short time and it was the latest thing in locomotives.

I am sending with this letter a photostat of pages 183-184 so that you may know something of the source of my information.

I am looking forward to receiving your brochure describing your Baltimore and Ohio Transportation Museum.

Thanking you for your letter I remain

Yours sincerely,

RCMcMurtry:md

Director

BALTIMORE AND OHIO TRANSPORTATION MUSEUM

PRATT AND POPPLETON STREETS
BALTIMORE 23, MARYLAND

Lawrence W. Sagle
Curator



July 10, 1959

Mr. R. Gerald McMurty
Director
The Lincoln National Life Foundation
Fort Wayne, Indiana

Dear Mr. McMurty:

Thanks for your letter of June 23 and the enclosures.

Once a story gets into print, it is generally accepted as authoritative. However, my experience has been that there is a lot of misinformation in print.

I will not dispute the fact that locomotive #117 might have been known as "Old Abe" and that it did have the emblems on it. Definitely, however, this locomotive was not taken south by the Confederates to run on the Southern railways.

When Stonewall Jackson seized the lines of the B&O Railroad west from Harpers Ferry in May 1861, first he took 4 small locomotives at Harpers Ferry and shipped them south and then 14 locomotives and tenders from Martinsburg were hauled south over the highway. These were the only locomotives that were ever taken off the company's property in this manner. There was considerable fighting around Martinsburg, W. Va. during 1863, and a number of bridges and other railroad property were destroyed. But no locomotives were taken over the highway.

This was mainly due to Lee's invasion of Maryland and Pennsylvania and when he was retreating from Gettysburg, he had no time to take along locomotives! He had enough trouble extracating his wagon trains, etc.

I notice also that Mr. Allen H. Wright, in his story, mentions an ox cart, in the B&O collection, which he claimed was found in a vault of the Temple of Luxor, Egypt.

When I took over the administration of the Baltimore and Ohio Transportation Museum, I endeavored to trace this story and found that Mr. Bangs was way off in his facts. The ox cart in question was a very crude, hand-hewn affair and did not look anything like the quality of Egyptian craftsmanship of the period. Mr. Bangs claimed that there was a duplicate in the Berlin Museum. I wrote to the Berlin Museum and they said they had nothing resembling it. Also, I found that the archaeologist who was supposed to have discovered this cart was nowhere near Egypt at the time. Further investigation developed that it was a Mexican ox cart of the 16th century made by the Indians.

All of this goes to show that writers are far too careless in their research. One hardly knows what to believe.

LWS:BSM

Cordially yours,

Lawrence W. Sagle
Lawrence W. Sagle

See I.L.L. #1422

Aug '56

LOCOMOTIVE
MEDALLION

(Old Abe"
Medallion)

LINCOLN NATIONAL
LIFE FOUNDATION



The "Old Abe" Medallions

By CLARA E. HOWARD



A Medallion Rarity

IN 1863 Abner Ingalls was the engineer of the "Old Abe," also known as the Perkins Ton Wheeler and No. 117 of the Baltimore and Ohio Railroad. His run was between Cumberland, Md., and Martinsburg, W. Va.

Mr. Ingalls and his fireman, Bill Faulkner, were very proud of their engine, since it was the last word in locomotives. They were also patriotic, and at their own expense they had four Lincoln medallions cast and placed on the engine and its tender. Three of them were of spelter with a head of Lincoln in high relief. The fourth, known as the Master Medallion, adorned the engineer's side of the cab. On it, the head was of bronze with a background of spelter.

One morning early in 1863 when they were at Martinsburg word came that the Confederates were coming. This meant that "Old Abe" would be a Rebel prize. Quickly the men removed the precious medallions. Abner Ingalls stayed by his engine, while Bill Faulkner carried the medallions away for safe keeping.

"Come down off that engine" the officer ordered Ingalls, and the engineer came down.

The soldiers boarded the "Old Abe" with iron bars and jacks and ran it to a place called Five Points, where five country roads converged. There they uncoupled the engine and started for Winchester, Va., an important Confederate railroad center. It was twenty miles away over the Winchester Pike and "Old Abe" was heavy. Every horse, mule, man, woman and child was pressed into service on the Richmond & Danville Railroad.

LINCOLN'S BIRTH ANNIVERSARY WILL BE OBSERVED HERE

Programs Arranged in City
Schools; Speeches and Pa-
triotic Music Are Planned.

MEDALLION ON DISPLAY

Relic of Civil War Days, Hid-
den From Confederate
Raiders, at Jessop's Store.

Saturday is Abraham Lincoln's birthday anniversary. The day is a legal holiday in this state, and banks will be closed.

School children will celebrate the birthday anniversary of the Civil War president with appropriate exercises Friday afternoon. Programs in some of the schools are more pretentious than at others, but in each grade from the kindergarten to the high school, the day will be observed.

In the lower grades, teachers will tell the children about Lincoln and of incidents in his life. In the higher grades there will be recitations and patriotic music. The programs will be informal and will be held in the different classrooms, some of the classes combining for the occasion.

Programs Arranged
One of the most pretentious programs will be given at the Lincoln school auditorium at 2 p. m. Friday. Principal Will Angier announced

yesterday that an elaborate program has been arranged. For the most part it will be given by teachers and pupils, although at least one outside speaker will deliver an address.

Another interesting program will be given Friday afternoon at the Francis W. Parker school. As a feature of the entertainment, guests will have an opportunity to study pictures of Lincoln, Allen H. Wright having loaned a part of his collection.

Wright, who is a great admirer of Lincoln and who has a collection of pictures and relics, yesterday received a medallion, bearing a Lincoln head, which has an interesting history.

The medallion is very heavy for its size, and contains more pure metal than those of the present day. It belonged to an engineer who operated an old Perkins engine on the Baltimore & Ohio Railroad which was at first known as No. 117, but which later became famous as "Old Abe."

Saved During Raid

The engineer, so the story goes, was a warm admirer of Lincoln and had four medallions cast, each of which bore Lincoln's head. They were hung in the engine, two on the engineer's side and two on the fireman's side. The engine was among those taken in a raid by the Confederates in 1863. Before the capture, the medallions were removed and hidden in a farm house alongside the Winchester pike, the crew having had advance knowledge that the attack had been planned.

In 1915 the medallions were found in a junk shop in Martinsburg, W. Va., by E. L. Bangs of Baltimore, who is now an official of the B. & O. Railroad. Bangs is a collector of Lincoln pictures and relics. Knowing Wright is interested in relics of the war, Bangs sent one to him. The medallion will be on display in Jessop's window for several days.

Old Abe.

At the close of the Civil War, the "Old Abe" was returned to the B & O Railroad at Harper's Ferry. It was reconditioned and put into service — but its medallions were lost. Bill Faulkner was killed in battle soon after "Old Abe" was drafted into the service of the Confederacy, and no one knew where he had hidden them.

More than fifty years later, in 1914, a well known collector of "Lincolniana," E. L. Bangs of Baltimore, Md., was in Martinsburg on business pertaining to an historical transportation exhibit owned by the Baltimore & Ohio. One evening as he strolled down North Queen Street, he saw, in a second-hand store window, a round metal disc bearing a head-likeness of Lincoln. As a collector he had heard the story of the long lost medallions, and had seen a drawing of them, sketched by an old friend.

He entered the store casually and asked to see some auger bits which were also in the window. As the negro in charge was taking them out, he shoved the medallion to one side.

"What is that piece of metal?" Mr. Bangs inquired.

"Well, sir," the negro answered, "I dunno what it is, but that piece and three others about like it, along with some old rifles, were down under the floor of an old house on Myrtle Street, that was torn down last week." He produced the others and when Mr. Bangs saw the Master Medallion he was no longer in doubt as to their being the lost treasure.

The negro named a reasonable price and Mr. Bangs purchased the four. Fearing to let them out of his sight, he asked the negro to help carry them to his boarding house two blocks away. When Mr. Bangs boarded the train for Baltimore the sixty-four pounds of medallions went along with him.

Mr. Bangs shared his good fortune with three Lincoln-collector friends, Robert King of Erie, Pa., F. Ray Risdon of Los Angeles, Calif., and the late J. W. Wright of Knoxville, Ia. He kept the Master Medallion for his own collection, the others are still owned by the foregoing named men.

The Story of the "Old Abe"
Baltimore and Ohio Railroad, the Perkins Ten Wheelr No. 117.

Built in the year 1863, and immediately put into service on that part of the B&O where the forces of the Union and the Southern Confederacy were striving for advantages which would enable them one to outdo the other; This old locomotive has a history, which at the same time embodies romance of a high order, along with the severest kind of prose.

Mr. Abner T. Ingles Born in Baltimore, Md. in 1833, entered the service of the Baltimore & Ohio in 1852 as a machinist apprentice. His progress was rapid, and after serving as engineer of some of the minor trains he was made the engineer of an important Passenger train running between Baltimore & Cumberland, Md. and when No. 117 in all its glory of a locomotive as they ornamented them in 1863 arrived, Mr. Ingles was made the extra engine

When Stonewall Jackson arranged to make a series of raids up the Shenandoah Valley in June 1863, Mr. Ingles was at Martinsburg in charge of No. 117, and gave the following account of the raid during which five of the Baltimore & Ohio Locomotives were seized at Martinsburg and carried down the county road to Winchester 20 miles away.

"I was running old 117 in the early part of 1863 and in June we heard rumors of a raid which had begun down in the valley which would include Martinsburg, unless the Confederates were stopped. No 117 was a beautiful piece of mechanism, and I and my Fireman a man named Bill Faulkner were very proud of it. Both of us were Union men, and when we found that the people around Martinsburg had christened the 117 "Old Abe" we determined to have some medallions cast with the head of Lincoln thereon. Out of our own pockets we had four of them casted, I had a circular board turned about 12 inches in diameter, and fastened a bronze bust of Lincoln (Flat thereon, and when the board was placed in the sand the bronze bust was unscrewed from the back. The babbet metal was poured in, filling up the mould, and when it was cold, the bronze bust was hard and fast. From this first medallion the three others were cast, and we put two of them on the side of the engine cab, right under the window, and the other two, on the tank or as we called it in those days, The tender, a medallion on each side. When we heard that the Johnnies were within 20 miles of Martinsburg, Bill got a screwdriver and removed the medallions taking them to the house of a friend who lived on the Winchester Road making two trips to the house, and this friend took them and hid them away for him.

About 9.00 o'clock, we were on the 117, when the Confederates arrived in force, on account of attending to the medallions we were just finishing our breakfast, when a well dressed officer rode up to the engine "What are you doing up there, Yank? Eating my breakfast and running this engine, I replied. "Get Off, and be damned quick about it" He commanded. I never obeyed an order quicker and getting off sat down about a 100 ft away. The fires were drawn at once, and a big bunch of men pushed the engine up to Five Points, and in a remarkably short space of time the 117 was headed across our tracks for the Winchester Pike. Every man, woman and child with all of the horses and mules that could be found were hitched to 117, and away she started off for Winchester over the old dirt road. When they came to a curve, the jackee her around, when she was on a straight down grade, they let her run like hell. But they got her to Winchester, along with 4 other locomotives, and all of them were placed in service on the Southern Roads, giving good results to the movements of the Confederate Armies until the War closed, when some of them were returned by way of Harper's Ferry. During the scrap at Martinsburg, Faulkner disappeared, and as he did not tell me where he had taken the medallions and news of his death while fighting on the Union Side came to me. We had to give up the medallions as lost.

In 1914, while E. L. Bangs in charge of the B&O Historical Exhibits stored at Martinsburg, was there on business connected with B&O matters. He had heard Uncle Ab's story, including the loss of the medallions. In the evening while strolling on Queen Street He noticed an old circular plate with Lincoln's head thereon. Going in, and making some small purchase, he asked about the plate in the window, and the dealer got it and handed it to him. he saw at once that it was one of the lost medallions. Ascertaining that the dealer had three more of them he managed to buy them, and finally left the store with the four medallions. One of them is in the collection of a Lincoln collector at Los Angeles. one at San Diego in collection there. One in the collection of R. P. King, author of the King list of Lincoln Medals, Erie Pa. while the fourth, the one with the bronze bust is the greatest piece in the collection of Mr. Bangs. Whose Lincoln collection is probably the largest of its kind in the state of Maryland.

E. L. Bangs

The Medallions of the Locomotive, " Old Abe."

About the year 1916 when I was in Martinsburg in connection with the Historical Collection, I heard several times of the locomotive which way back in 1863 had carried as patriotic decorations medallions of Abraham Lincoln, one on each side of the cab of the locomotive and one on each side of the tender, or four in all, but beyond some information obtained from Mr. Z.T. Brantner, I could learn nothing definite, until one evening after supper, I passed an old junk shop kept by a colored man, and as I glanced into the window of the shop noted a large medallion shaped round, bearing the head of Abraham Lincoln, remembering the data given to me by Mr. Brantner and some other rumors regarding the existence of some odd metallic medallions bearing Lincoln's head and also being a collector of all forms of Lincolniana, I entered the shop, apparently on a trivial errand regarding some old augurs etc. displayed, which I purchased, then I asked the question concerning the medallion displayed, and the following facts were recited. One June morning in 1863, the engine known as a new Perkins locomotive, stood on a side track and as the engineer and fireman were great admirers of Lincoln, they had had four medallions casted, which they placed on the engine and tender. About 8.00 AM a report that a Confederate Raider, said to be "Jeb Stuart" was approaching the town whereupon the engineer and fireman hastily unscrewed the four medallions and the fireman took them to the home of a man he knew, who hid them for him. Later, the fireman was killed in a fight between some northern and southern men, and finally all knowledge of the medallions was lost. About 1916 when a very old house was demolished in Martinsburg, the 4 missing medallions and some old Springfield Rifles were found under the floor, and the junk dealer bought them for the metal they contained. I bought the one medal for \$2.00 and took it to my boarding house, finding the old paint on it. Next morning, noticing another medal offered for sale, I soon purchased the remaining 3. of these, I retained one, of which the disc was spelter and the bust of Lincoln brass. the other 3 were sold to the following three Lincoln enthusiasts. F. Ray Risdon of Los Angeles, Cal. Robt. P. King of Erie, Pa. and the third to Mr. John H. Wright of Knoxville, Iowa. One afternoon later, I was telling of the finding of the four Lincoln

medallions, and Uncle Abner T. Ingles, one of our best known Locomotive Engineers, heard my story, and then told me that he was the Engineer of the Perkins Locomotive, at the time the disappearance of the medallions occurred. That his fireman was Bill Faulkner of Martinsburg, who was killed in a battle between Federal and Confederate troops and did not tell him where the medallions had been secreted. Uncle Ab. said the medallions were made for them at a factory foundry in Martinsburg, and when I got my medallion for his inspection, Uncle Ab. recognized it as one of the missing medallions. I still have it in my collection of Lincolniana, one of my favorite studies or hobbies

Yours truly

About 1918, I had four replicas cast in iron, using my own

The Story of the Locomotive, "Old Abe", and the finding of
The Lincoln Medallions which were placed
On the Locomotive & Tender.

The Perkins ten wheel locomotive No. 117 of the Baltimore & Ohio Railroad has a history which includes Lincoln interest especially and also history of some importance to the student of early railroad operation in the United States.

Connected very closely with this history of the Old Abe. locomotive is the account which was given by Mr. Abner T. Ingles, who was the engineer of the 117 when the incidents happened which will be given in the following account.

Mr. Ingles was born in Baltimore, Md. in 1833, and entered the service of the Baltimore and Ohio RR. as an apprentice machinist in 1852, finishing his apprenticeship in 1854, he was made engineer of a yard engine to work at the Mt. Clare Shops in Baltimore. In 1861 he was given a run on the Main Line between Baltimore and Cumberland Md. going into Martinsburg, West Va. very frequently when he was needed there.

When the Confederate forces came up the Valley, Martinsburg was one of the places on the list of the raiders, for knowing that a number of the engines belonging to the Baltimore and Ohio Railroad, were to be found at Martinsburg, The Confederate leader made up his mind to get one of the locomotives located there for service in the Railroads of the South, and Mr. Ingles very graphically describes the particulars of the raid, and the seizure of "Old Abe", (No. 117) by the Confederate forces.

"I was running Engine No. 117 in the early part of 1863, when the engine first went into service, running between Martinsburg West Va. and Cumberland Md. No. 117 was at that time the latest word in locomotives, and Bill Faulkner, my Fireman and I were very proud of it, both of us were Union men, and at our own expense, we had four medallions, each bearing a bust likeness of President Lincoln, cast out of Babbet metal to be placed on 117. One under each side of the Cab, just underneath the wide window, the other two on each side of the Tender. The morning that the Confederate Raiders were reported at Winchester, Va. and headed toward Martinsburg, Bill and I determined to remove the medallions and hide them away to prevent them from being taken, and we carried out our plan of removal, and Bill took the medallions and had a friend, hide them away, and then returned to 117, arriving there at about 2.00 AM.

At 11.00 AM. the raiders arrived in considerable numbers, and as they came to 117 the officer in charge said to me, "What were you doing up there Yank? and I answered him, "Running this engine. and back he came, "Get off and be damned quick about it, and I obeyed at once, and walked away about 100 ft. The Confederates, many of whom were railroaders got bars and jacks, and after running up to what has always been called "The Five Points" an account of 5 different country roads converging there, and with four other engines which had been seized. So time was lost in turning all five of the engines heading them all toward Winchester, Va. The important railroad town at that time which was in the hands of the Confederate forces. The 117 was completely turned and ready to start on her 20 miles trip to Winchester, at about 3.00 PM The 117 and her tender uncoupled and each soon on the way. Every available mule, horse, along with every man, woman and child, that could be induced to pull, doing their very best to pull old 117 toward Winchester. The other four locomotives were ready to follow, and as fast as they could be pulled, they began the 20 miles journey. the last engine arriving about a week after the trip from Martinsburg, Started, and as soon as each engine arrived, it was at once put into good condition, and began its service on the Richmond and Danville RR, now a part of the Southern Railway system. At the close of the war 117 with one other engine was returned to the Baltimore & Ohio at Harper's Ferry, both returned engines were reconditioned and going back into service. The medallions, however had disappeared, for Bill Faulkner, was killed in one of the battles which was fought shortly after 117 had started its service in the Confederacy., and No one knew who Faulkner had left them with when he took them off 117 the early morning of the raid at Martinsburg.

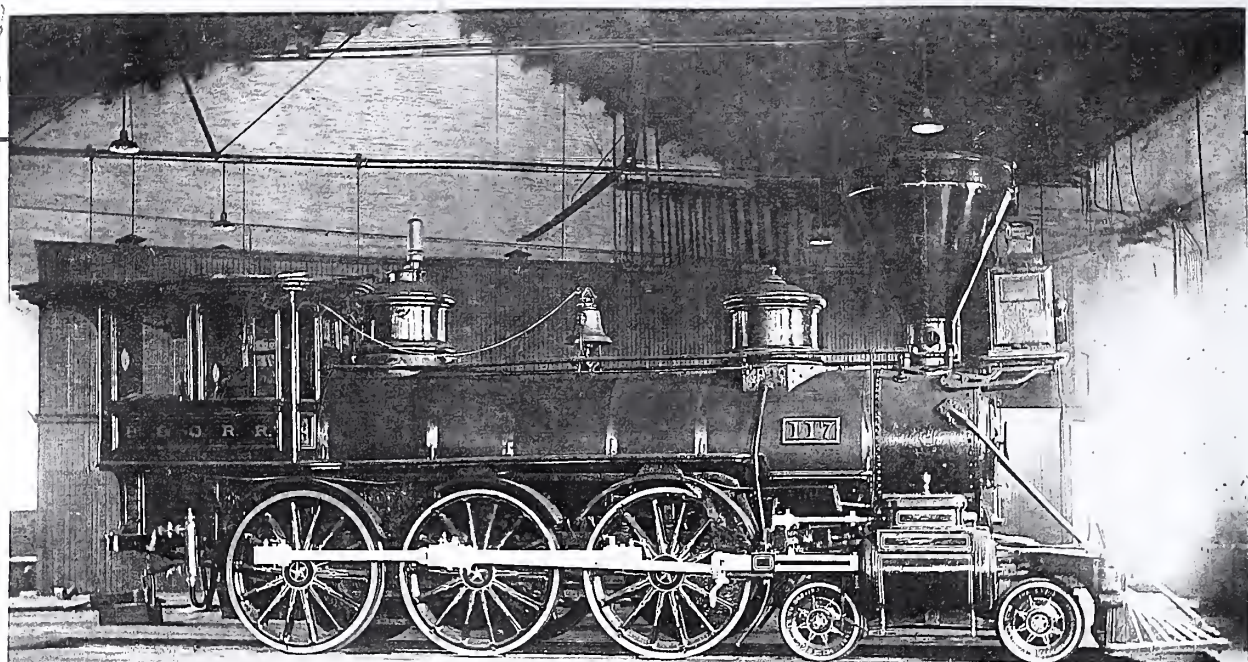
In 1914, Mr. E. L. Bangs who had been placed in charge of the Baltimore and Ohio historical Transportation St. Louis Exposition, which in 1905 at the close of the Louisiana Purchase Baltimore & Ohio Exhibition, was in Martinsburg on business which was connected with the historical Transportation exhibit, and one evening after supper, he strolled down North Queen Street, and passing an old store run by a negro, he saw in one of the windows of the store a round metal disk like medallion bearing on it a bust of Abraham Lincoln. A long time previous to this, he had been told the story

of the seizure of Old No. 117, and how Bill Faulkner had taken them to the home of his friend, and had them hidden, and about Faulkner's death on the battlefield, and how no one knew where the Medallions had disappeared to, and as Mr Z.T. Brantner had seen the medallions he was able to make a rough sketch of them, so that Mr. Bangs was able to form an idea of just how the medallions would look.

Entering the old store, Mr. Bangs asked the price of some old augur bits, which were displayed in the window, and as the proprietor picked them up for Mr. Bangs inspection, he pushed the medallion a little to one side. Mr. Bangs, who by this time felt reasonably sure that he had found one of the missing medallions said to the man what is that metall disc bearing the head of Lincoln.

That said the colored man is an old piece of metal, which was found along with some old rifles under the floor of an old home up on Myrtle Ave. when the house was torn down to make room for a modern cottage, and three other similar pieces were found along with it. That clinched the matter with Mr. Bangs, but he casually remarks I know of a G.A.R. Post in Baltimore known as Lincoln Post GAR which I think would be greatly pleased to have this for their lodge room-What do you ask for it. The man named a price at once, and Mr. Bangs handed the money for it to the colored man, he was given a receipt of the amount paid, and then asked where the other three medallions were. Right here on this old counter. Mr. Bangs examined them, saying to the man I am sure that the members of Lincoln Post would like to have all four of them. Good said the man, and making out a receipt for the four, the money was handed over, and as Mr. Bangs did not want them to leave his sight. The colored man volunteered to help Mr. Bangs to carry them to his boarding house a couple of blocks away, when he left well pleased with the amount he had obtained from the sale.

Next morning when Mr. Bangs left Martinsburg for Baltimore, the four medallions went with him. Of the four one has the bust of Lincoln in Bronze, with the body of the disc in spelter, the other three are of solid spelter. The one with the bronze head, (Or bust) was retained by Mr. Bangs for his own collection, and the remaining three were shipped to Mr. R.P. King, Author of the King list which appeared in the 1924 issue of the Numismatist. Mr. F. Ray Risdon of Los Angeles, and the remaining one to Mr. John H. Wright of Knoxville Iowa. Messrs Bangs, King and Risdon still have their medallions, but Mr. Wright has passed to the Great Beyond, leaving his medallion to his wife. All of these medallions are of course indestructible and will remain for many years as real relics of Lincoln and the stirring times of the Civil War of 1861-1865



117 — "Old Abe"

752

with water

Prop 3" deep
Same Width as Copy

9
E95.7-TR



